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CHINA MAIL OFFICE

Vol. XIX. No. 9650.

號五十月正年四十九百八千一英

HONGKONG, MONDAY, JANUARY 15, 1894.

日九初月二十年己癸

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Broad Street, E.C. 4.
SHEPHERD & CO., 50, Cornhill, E.C. 4.
HENDY & CO., 37, Abchurch Lane, E.C. 4.
SAMPSON & CO., 150 & 151, Leadenhall Street, E.C. 3.
PARIS AND EUROPE.—AMERSON PRINCE, 36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HAPPEL, THE CHINESE EXCHANGE OFFICE, 52, West 22d Street.
SAN FRANCISCO and American Ports generally.—BANK & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—(ORDON & GOSWOLD, Melbourne and Sydney).
ORIENT.—W. M. SMITH & CO., THE OVERSEA-CHINESE CO., Colombo.
SINGAPORE, STRAITS, &c.—KELLY & WAUGH LTD., Singapore.
CHINA.—Messrs. A. A. DA CRUZ, Amoy, N. MOORE & CO., Swatow, H. K. & CO., Shanghai, LANE, CRAWFORD & CO., Hongkong, and KELLY & WAUGH, Yokohama, Kobe, Canton, and other ports.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$3,000,000.
PROFIT RESERVE, \$1,000,000.
COURT OF DIRECTORS:—
H. HOPKINS, Esq., Chairman.
O. J. HOLMES, Esq., Deputy Chairman.
R. M. GRAY, Esq., J. H. KIMBER, Esq.,
O. J. JENKINS, Esq., J. S. MOORE, Esq.,
H. E. J. JENKINS, Esq., D. R. SAMPSON, Esq.,
Hon. J. J. KENNEDY, Esq.,
CHIEF MANAGER:—
HONGKONG: T. JACKSON, Esq.
MANAGER:—
SHANGHAI: J. P. WARD, Esq.
LONDON: BANKERS—LONDON AND COUNTY BANKING CO., LD.

THE MERCHANT BANK OF INDIA, LIMITED.

AUTORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £1,250,000.
LONDON JOINT STOCK BANK, LTD.
Interest allowed on Current Accounts at the rate of 2 1/2 per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS:—
For 12 Months, 4 1/2 %
For 6 Months, 4 %
For 3 Months, 3 1/2 %
JOHN THURBURN, Manager, Hongkong, February 4, 1893.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.
For the Hongkong and Shanghai Banking Corporation,
T. JACKSON, Chief Manager, Hongkong, May 15, 1893.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, \$2,000,000.
CAPITAL PAID UP, \$251,095.15.
BANKERS:—
CAPITAL & COUNTRIES BANK, LIMITED.
Head Office:—
3, PRINCES STREET, LONDON.
Branches:—
BOMBAY, CALCUTTA, HONGKONG, AND SHANGHAI.
Agents:—
PENANG, SINGAPORE, AND YOKOHAMA.
RATES OF INTEREST:—
Allowed on Current Accounts and Fixed Deposits as ascertained on application.
Every description of Banking and Exchange business transacted.
ORANTREY INCHBALD, Manager, Hongkong, November 6, 1893.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £500,000.
HEAD OFFICE:—HONGKONG.
Directors:—
D. GILLIES, Esq., H. STOLTERFOOT, Esq.,
CHAM KEE SHAN, Esq., CHOW TUNG SHANG, Esq.,
KWAN HOI CHUAN, Esq.,
CHIEF MANAGER:—
Geo. W. F. PLAYFAIR.
Branches:—
LONDON, YOKOHAMA, SHANGHAI, AND AMOY.
BANKERS:—
THE COMMERCIAL BANK OF AUSTRALIA, THE AUSTRALIAN BANK, LTD., THE ALLIANCE BANK, LTD.,
INTEREST for 12 months Fixed 5 %
Hongkong, May 24, 1893.

Intimations.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Fifth Ordinary General Meeting of the Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 20th January, 1894, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the Twelve months ending 31st December, 1893. The Transfer BOOKS of the Company will be CLOSED on MONDAY, the 22nd, to MONDAY, the 29th January, 1894, (both days inclusive), during which period no Transfer of Shares can be registered.
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd., Agents for the Kowloon Land and Building Co., Ltd., Hongkong, January 13, 1894.

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General Meeting of the Company will be held at the Company's Registered Office, 38 and 40, Queen's Road Central, on THURSDAY, the 18th day of January instant, at 12 o'clock Noon, for the purpose of considering and if thought fit passing the following Resolution, that is to say:—That The Austin Arms Hotel & Building Company, Limited, be wound up voluntarily under the provisions of the Companies Ordinance, 1864 to 1890, and that HART BUCK, of Victoria, in the Colony of Hongkong, be and he is hereby appointed Liquidator for the purposes of such winding up.
Dated the 9th day of January, 1894.
By Order of the Board,
JOHN A. JUPP, Secretary.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE First Ordinary General Meeting of SHAREHOLDERS will be held in the Office of the Company, No. 9, Praya Central, on SATURDAY, the 20th January, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and Statement of Accounts to the 31st October, 1893.
The Transfer BOOKS of the Company will be CLOSED from the 6th to the 20th, both days inclusive.
By Order of the Board of Directors,
W. A. DUFF, Secretary, Hongkong, January 6, 1894.

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS, HONGKONG.

NOTICE TO MEMBERS.
THE Third Annual General Meeting of MEMBERS will be held in the Rooms, No. 13, Praya Central, on MONDAY, the 22nd January, at 8.45 p.m., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to the 31st December, 1893.
ROBERT MITCHELL, Hon. Secretary, Hongkong, January 3, 1894.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the Sixth Ordinary General Meeting of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on WEDNESDAY, the 24th January, 1894, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1893.
The REGISTER of SHARES of the Company will be CLOSED from Monday, the 15th, to WEDNESDAY, the 24th January, 1894, (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary, Hongkong, January 8, 1894.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Fifth Ordinary Yearly Meeting of the SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on WEDNESDAY, the 24th January, 1894, at 12.30 o'clock, for the purpose of receiving the Report of the Board of Directors, together with the Statement of Accounts for the year ending 31st December, 1893.
The REGISTER of SHARES of the Company will be CLOSED from Saturday, the 20th, to WEDNESDAY, the 24th January, 1894, (both days inclusive), during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary, Hongkong, January 8, 1894.

KOWLOON HOTEL.

THIS HOTEL will be REMOVED on the 1st of JANUARY next, to the PLEASANTLY SITUATED and COMMODIOUS Premises, formerly known as the "Kowloon Club," which will be thoroughly renovated and refurnished. MAGNIFICENT GARDEN and PROMENADE. TENNIS LAWN.
BOWLING ALLEY. BILLIARD SALOON.
FIRST-CLASS ACCOMMODATION for a limited number of BOARDERS, or arrangements can be made for a Bachelor's Mess.
For full Particulars, apply to the Office, VICTORIA HOTEL.
L. M. LOBO, Manager, Hongkong, December 20, 1893.

Business Notices.

LANE CRAWFORD & CO.

KEROSENE WARMING STOVES.
KEROSENE COOKING STOVES.
AMERICAN COAL STOVES.
Fenders and Fire Irons.
NEW LAWN MOWING MACHINES.
TENNIS NETS and POLES.
TENNIS-BATS and BALLS.
LANE, CRAWFORD & Co.
Hongkong, December 29, 1893.

W. POWELL & Co.

SPECIAL SHOW OF BALL DRESS MATERIALS, SILKS, VELVETS, GOSSAMERS, CHIFFONS, NETS, LACES, FLOWERS, FEATHERS, SHOES, GLOVES, WRAPS, &c., &c., &c.
W. POWELL & Co.
Hongkong, January 13, 1894.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—
FOR:—
STEAMSHIP:—
DATE:—
REMARKS:—
SHANGHAI, Malacca, Daylight, 16th Jan., Freight or Passage.
LONDON, &c., Ganges, Noon, 18th Jan., The Special Advertisement.
JAPAN, &c., Amoy, Daylight, 19th Jan., Freight or Passage.
LONDON, &c., Amoy, About 19th Jan., Freight or Passage.
MARSEILLES, Manila, About 19th Jan., Freight or Passage.
SHANGHAI, Canton, About 22nd Jan., Freight or Passage.
LONDON, &c., Amoy, About 30th Jan., Freight or Passage.
MARSEILLES, Bombay, About 30th Jan., Freight or Passage.
For further Particulars, apply to
P. & O. S. N. Co.'s Office, H. H. JOSEPH, Superintendent, Hongkong, January 15, 1894.

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & Co.,
HONGKONG AND THE FAR EAST.
62, QUEEN'S ROAD CENTRAL.
Hongkong, November 11, 1893.

HONGKONG TRADING CO.

FOR IRON AND BRASS BEDSTEADS, BEDDING, EIDER-DOWN QUILTS AND BLANKETS.
HONGKONG TRADING CO.,
J. P. OOTRAM, Managing Partner, 1 to 7, D'ARQUILL STREET, Hongkong, January 4, 1894.

HONGKONG HOTEL.

Telegraphic Address:—
"Kremion"—A. B. C. Code.
The Most Commodious and Best-appointed HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).
The Hotel Steam Launch conveys passengers and baggage to and from all Mail Steamers.
The TABLE D'HOTE, at separate tables, is supplied with every delicacy.
The BED-ROOMS, with adjoining Bath-rooms, are lofty and well-ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communication.
The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the New Bar and Pique BILLIARD ROOMS (Six English and American Tables) are fitted with every comfort.
WINES and SPIRITS of the Best Brands only.
HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above. Night Porters and Waitresses are continually on duty.
R. TUCKER, Manager, Hongkong, October 21, 1892.

THE MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL.
Is served in the GRAND DINING ROOM at 7.45 P.M.
Arrangements can be made for DINNER PARTIES in Private Rooms. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES sent to Order.
For further Particulars, apply to the Undermentioned, or to the SECRETARY at the Company's Office, 38 and 40, Queen's Road Central.
R. ISHERWOOD, Manager, Mount Austin Hotel, Hongkong, October 3, 1893.

PERSEVERANCE LODGE OF HONGKONG, No. 1,166, E.C.

A Regular MEETING of the above LODGE will be held in the FRASER'S HALL, Zealand Street, on TUESDAY, the 16th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.
Hongkong, January 10, 1894.

ALDBECK MACGREGOR & Co.

Wine and Spirit Merchants, 15, QUEEN'S ROAD, Hongkong, August 18, 1891.

Auctions.

PUBLIC AUCTION OF JAPANESE WARE AND WORKS OF ART.

THE Undernamed has received instructions to Sell by Public Auction, on SATURDAY, the 20th January, 1894, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street, (Received from Japan) A MAGNIFICENT ASSORTMENT OF JAPANESE WARE AND WORKS OF ART, comprising:—
EVERY BRANCH OF JAPANESE ART INDUSTRY.
This is one of the Finest Collections, which has been offered to the Public for some years past.
Descriptive Catalogues will be issued previous to the Sale, and the Articles will be on view from Friday, the 19th Instant.
TERMS OF SALE.—As customary.
GEO. P. LAMBERT, Auctioneer, Hongkong, January 13, 1894.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.
THE Steamship "Posidon" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS CO., LTD., whence delivery may be obtained.
This vessel brings on board:—
From Trieste, From Calcutta, ex a.s. Agria, transhipped at Colombo. From Trieste, ex a.s. Imperatrice, transhipped at Bombay.
Optional Cargo will go to SHANGHAI unless notice to the contrary be given before 10 o'clock to-day.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undernamed before Noon on the 19th Instant, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th Instant will be subject to rent. Bills of Lading will be countersigned by C. ZANELLA, Agent, Hongkong, January 13, 1894.

STEAMSHIP OCEANIC.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London ex S.S. "Laboulaye" and "Gaudeloupe", in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable articles being landed and stored at their risk at the Hongkong & Kowloon Wharf & Godowns Company's, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon to-day (Friday), the 12th Inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undernamed.
Goods remaining unclaimed after Friday, the 19th Instant, at Noon, will be subject to rent, and landing charges.
All Claims must be sent in to us on or before Friday, the 19th Instant, or they will not be recognized.
All Damages Packages will be examined on Friday, the 19th Instant, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent, Hongkong, January 12, 1894.

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "VICTORIA", FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL, CARLILL & Co., Agents, Hongkong, January 9, 1894.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.
THE Steamship "Glenorchy" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 19th Instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages, not later than the 20th Instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents, Hongkong, January 12, 1894.

Notices of Firms.

NOTICE.

NOTICE is hereby given that the TRADE MARKS of the OHU KWONG LAM (朱廣蘭) and OHU YAU LAN (朱有蘭) Firms respectively, MANUFACTURED in Tokoku, have been duly Registered in this Colony pursuant to Ordinances of 1873 and 5 of 1886.
OHU KWONG LAM and OHU YAU LAN.
Hongkong, January 5, 1894.

NOTICE.

THE Business hitherto Conducted by the MITSU BISHI SHI and MITSU BISHI COLLIERIES will from and after the 1st January, 1894, be carried on by a Limited Partnership, under the Style of the MITSU BISHI COBLENKWAIRSHA (Mitsubishi Coal Co., Ltd.), of which Mr. IWASAKI HISAYA is the Managing Partner.
Agents, NIPPON YUSEN KAISHA, H. U. JEFFRIES, Manager, Hongkong, January 8, 1894.

TO LET.

THE PREMISES at QUEEN'S ROAD CENTRAL, No. 72, presently occupied by the PACIFIC MAIL AND OCCIDENTAL & ORIENTAL S.S. Co., Apply to G. C. ANDERSON, 13, Praya Central, Hongkong, January 5, 1894.

TO LET—FURNISHED.

FOR Sixteen Months, from 1st April, No. 8, MOUNTAIN VIEW, TEN PEAK, Apply, by Letter First, to ALFRED J. MAY, Victoria College, Hongkong, January 4, 1894.

TO LET.

DWELLING HOUSES.—
"HILL LODGE," at the PEAK, "STOLLENFELS," at the PEAK, No. 2, "HILLSIDE," at the PEAK, "THE WILDERNESS," CAPTAIN ROAD, Nos. 2 and 8, CHERRY LINE, No. 8, GLENARY BUILDINGS, FLOORS in ELGIN STREET, PERK STREET and STANTON STREET, FLOORS in No. 5, SHELLY STREET, Nos. 1, 2 and 3, VICTORIA VIEW, Kowloon, No. 11, KRISTOFF TERRACE, Kowloon.
OFFICES AND SHOPS.—
FIRST FLOOR, No. 4, Queen's Road Central, over the BANK of CHINA, JAPAN & STRAITS, LTD. GROUND FLOOR—Under Hongkong Hotel, Pedder's Street, PRAYA CENTRAL, OVER MESSRS. GODOWNS BLUE BUILDINGS.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, January 4, 1894.

HOUSE TO LET.

FURNISHED OR UNFURNISHED.
STEWART TERRACE, PEAK, Apply to DOUGLAS LAPIRAK & Co., Hongkong, January 2, 1894.

INSURANCE.

THE LION FIRE INSURANCE COMPANY, LIMITED.
WE have this day been appointed AGENTS for the above Company and are prepared to accept FIRE RISKS at Current Rates.
DODWELL, CARLILL & Co., Hongkong, January 1, 1894.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SVATOW, AMOY & KEELUNG.
The Co.'s Steamship "Mamoa", Captain BARBER, will be despatched for the above Ports on WEDNESDAY, the 17th Inst., at Daylight.
For Freight or Passage, apply to DOUGLAS LAPIRAK & Co., General Managers, Hongkong, January 13, 1894.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship "Tayman", Captain J. D. THOMAS, Commander, will be despatched as above on WEDNESDAY, the 17th Inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, January 11, 1894.

FOR SAN FRANCISCO.

The 100 A.T. British Ship "MacMillan", Captain MASTER, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, December 1, 1893.

FOR NEW YORK.

The 33 A.T. American Ship "Kentworth", Captain MASTER, now at Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, December 8, 1893.

PRIVATE BOARD AND RESIDENCE.

for Ladies and Gentlemen. Special attention to Ladies' comfort. Accommodation for Table D'hôte. General supervision. Mrs. M. MATHUR, 3 and 3 Pedder's Hill, Hongkong, July 24, 1893.

Shipping.

Steamers.

FOR SINGAPORE, HAYRE AND HAMBURG.
(Calling at NAPLES for Landing Passengers if sufficient inducement offered.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)
The Steamship "Tosca", Captain L. MANNING, will be despatched for the above Ports TO-MORROW, the 15th Instant, at Noon.
This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to SIEMSEN & Co., Agents, Hongkong, January 15, 1894.

FOR SHANGHAI.

The Steamship "Tosca", Captain L. MANNING, will be despatched for the above Port on TUESDAY, the 16th Inst., at 4 p.m.
For Freight or Passage, apply to SIEMSEN & Co., Hongkong, January 12, 1894.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship "Tosca", Captain L. MANNING, will be despatched as above on WEDNESDAY, the 17th Instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, January 4, 1894.

NORDEUTSCHER LLOYD.

NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
The Co.'s Steamship "Tosca", Captain L. MANNING, will be despatched for the above Ports on or about FRIDAY, the 19th Instant.
For further Particulars, apply to MEYERHOFER & Co., Agents, Hongkong, January 10, 1894.

NOTICE.

STEAM TO SHANGHAI.
The Co.'s Steamship "Tosca", Captain HOOGHOUT, due here with the outward German Mail about the 16th Instant, will leave for the above place about 24 hours after arrival.
For further Particulars, apply to MEYERHOFER & Co., Agents, Hongkong, January 13, 1894.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL.
The Co.'s Steamship "Kunick", Captain C. H. KIM, Commander, will be despatched as above on or about the 20th Instant.
For Freight, apply to ARNOLD, KARBERS & Co., Agents, Hongkong, January 9, 1894.

SHELL LINE.

FOR HAMBURG AND LONDON.
The Steamship "Bullmouth", Captain ROBERT, will be despatched for the above Ports on or about the 20th Instant.
For Freight or Passage, apply to SHEWAN & Co., Agents, Hongkong, January 4, 1894.

FOR SAN FRANCISCO.

The 100 A.T. British Ship "MacMillan", Captain MASTER, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, December 1, 1893.

FOR NEW YORK.

The 33 A.T. American Ship "Kentworth", Captain MASTER, now at Shanghai, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Hongkong, December 8, 1893.

PRIVATE BOARD AND RESIDENCE.

for Ladies and Gentlemen. Special attention to Ladies' comfort. Accommodation for Table D'hôte. General supervision. Mrs. M. MATHUR, 3 and 3 Pedder's Hill, Hongkong, July 24, 1893.

Vessels Advertised as Loading.

LOCAL AND GENERAL



No Fire Insurance has been effected
SIEMSSSEN & O
Agents.
Hongkong, January 15, 1894.

ed Goods
they will
t 4 p.m.
oted.
& Co.,

Zabiakw, Russian gunboat, 500
Domojirow, Nagasaki January 1
Wm. Le Lacheur, British bar
M. Theala Calcutta December 2

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| 573. ber. | For SHANGHAI— Per Ningpo, at 3.30 p.m., on Tuesday, the 16th inst. | Goods per <i>Poseidon</i> undelivered date subject to rent. 9 p.m.—Convocation of Victrola |
|--------------|--|--|

ter that would be consulted with regional
chapter. public works.

to local things solely because of the "chance" which they index.

Two continuous rounds of applause, which rang through the theatre on Saturday night showed how thoroughly "Princess Toto" has been received by the Hongkong community. There was more "go" about the whole stage business on this last evening performance than ever appeared before, and everything went with a swing which fairly carried the audience into enthusiastic insubordination. Indeed, when the Red Indians tried to come on the scene after the Banner Dance, they were stopped by repeated demands for an encore of the dance, and it was not until the Stage Manager (Mr. E. W. Mitchell) pleaded late hours that the Indians were allowed to proceed. The applause was phenomenal for Hongkong, and the members of the A. D. C., and those especially who have taken so much trouble and pains to amuse the community during this holiday season may heartily congratulate themselves that they have thoroughly succeeded in doing so. Few residents will preserve other than the most pleasing remembrances of the really beautiful scenes, marches, and dances introduced into this opera; and whatever may be said of the piece itself from a dramatic or musical point of view, the A. D. C. have every reason for congratulation upon what they evolved from it. As we have already referred to the leading characters in the cast and the success of the minor characters and choruses, it is unnecessary to repeat their praises. Doubtless all engaged in the opera will be not a little relieved that the "Toto" season has come to an end, as the time spent on rehearsals and performances must have been very trying to all concerned. We may add that showers of bouquets, as well as applause, were the order of the night, and the dancers (not forgetting the little skirt-fairy) are all honoured in this manner. The Stage Manager (Mr. Mitchell) was called before the curtain, and bowed his acknowledgments. To-morrow afternoon the matinee performance will complete the series.

A sum of \$301,193 has left Gravesend by the *Elmwood*, on the 13th inst. It is in silver for Hongkong, \$10,000 for Higo, \$10,000 for Yokohama, besides \$19,000 in gold and \$47,000 chiefly in American dollars, for Penang.

A rather curious difficulty in connection with telegraphic communication has arisen in Mauritius, says an exchange. It is stated that—in 1872, 1874, 1876, and 1877, when on several occasions the maximum velocity of the maximum telegraphic communication was interrupted, all over the island, there was no interruption of the telegraph service, and in March, 1879, when the maximum velocity was 80.3 miles an hour, there was an interruption of only a few hours. From 1879 to 1892 the island was visited by a hurricane, and even by a strong gale, but in the interval, the trees along the railways increased much in number and size, and on the 12th of February, 1892, when the maximum velocity of the wind was only 49 miles, telegraphic communication was interrupted all over the island, and again on the 29th of April before the wind attained a velocity of 50 miles an hour. It has since been proposed to connect the Observatory and Post office by an underground wire, but in the meantime it has been decided to remove all the trees within a certain distance of the telegraph lines.

No more gruesome experiments probably have ever been made than those conducted by the Surgeon-in-Chief of the Roumanian army, Dr. Demothones, with a view to determining the character of the wounds inflicted by the new type of Manlicher rifle, now being served out to the Roumanian troops. The experiments were made at an account of the affair to the Paris Academy of Sciences, had a number of human corpses for the purpose, and these he placed in position in rows, like soldiers on the field of battle. At a range of 600 metres he fired with the Manlicher rifle, and the bullets went through three bodies in succession when fired from that distance. Upon the soft parts of the body it was found that the wounds were perhaps less serious than the ones caused by the old-fashioned rifle, the hole made by the bullet being smaller and more even; but on the whole the injuries are far more terrible. The effects of the contact of the bullets with arteries or with bones are almost too shocking to contemplate. The range of the new rifle is from 3,400 to 4,000 metres, or about 2½ miles.

A correspondent writing to *The Times* referring to the failure of the New Oriental Bank says:—"The report of the committee of inquiry into the failure of the bank comes a good deal too late in the history of the concern to be of any special value to its unfortunate shareholders. It will, however, be of great use to the public if it serves to call attention to the defects in our company law, which have not only been exposed, but even cause the gross mismanagement and misconduct, which have caused this disgraceful failure. If the auditor had done his duty, as the public understand that duty, the deficiencies of these directors would have been discovered and a stop put in time to prevent the enormous losses which actually took place. I am told that the auditor in this case sheltered himself behind the articles of association, which provide that he should base his report upon the statement of the directors, which, of course, is tantamount to no audit whatever. It is, I think, obvious that if the public had known of the provision referred to they would have hesitated before applying for shares in such a concern, and this leads me to the conclusion that it ought to be made compulsory to publish the articles of association of any company together with its prospectus. *The Times*, in a subsequent issue commenting on this, says:—"The writer seems to have been misled by the public. We have been shown the articles of association of the bank, and they are in the usual form, leaving the auditor with the customary amount of freedom, which, however, is very little in practice."

DEATHS COMPLETELY CURED. Any person suffering from Rheumatism, Gout, or any other form of chronic disease, which is proved to be a result of impure blood, will find relief by using the "Blood Purifier" which is sold by the "Blood Purifier" Company, 10, Victoria Street, London, E.C.

THE MOBILIZATION.

During the past week, a considerable amount of activity was shown among the troops forming the Garrison of the Far-Eastern fortress. The occasion was this general mobilization of the troops under the command of Major-General Barker, and it is satisfactory to know that this annual movement passed off quite as successfully as any of its predecessors. Certainly the weather conditions have been in marked contrast to those of last year, and were all in favour of the soldiers who may or may not enjoy this, method of acquiring a knowledge of the topography of Hongkong and of the positions they would in all probability be called upon to defend in the event of a descent upon the Colony of an enterprising invader. Even the Volunteers have not escaped the contagion of warlike feeling, and though a few of the "hot bloods" did their best to throw cold water on themselves they entered into their work as a body, with an amount of military ardour which can win for them nothing but the highest praise alike from the commander of the Garrison, their own commanders, and the civil community on whose behalf they are at all times prepared to go to die.

Of the movements in detail and of the actual numbers of men engaged we are unable to give any information, but from particulars gleaned by our own correspondent, coupled with his own observations, we are able to state generally what the ideas which underlie the whole of the mobilization. On Tuesday morning, 9th inst., it was assumed that information had been received of the approach of an invading fleet. The Garrison was accordingly moved on the parade ground, and detached with all possible speed to their respective positions of defence. About midday, the enemy's ships arrived, and commenced to bombard the forts. The forts protecting the eastern approach to the Harbour replied. On Tuesday night, the enemy's ships were made to land at the Eastern end of the Island and in Lyseum Bay. Both were repelled. During the whole of Wednesday the bombardment continued. The defending troops were still able to maintain their position, and attempts to cut the Minceline cable and to effect landings at Lyseum were successfully resisted, as were all attempts of the enemy to land on the southern shore of the Island. Thursday's operations became more complicated. The bombardment was continued at the west end of the Island. A few of the enemy's ships which had passed through the Lyseum entrance during the night engaged the inner batteries, and at the same time a force landed at Minceline Bay came over the hill and attempted to capture the Fort of Eastern Battery in front of the Hong Kong Regiment representing them. There was much activity in all the forts in this portion of the Harbour, and again the enemy was sent to the right-about. As the day wore on, the enemy shifted his operations to the southern side of the Island. Troops were landed at Stanley, and a march made upon the Tiam Reservoir; but before they could reach this point they were engaged by the defence and driven back to their ships, just managing to escape the velocity of the Maxim guns, particularly distinguished themselves by the vigor with which they threw themselves into their work regardless of consequences. Attempts to land troops at Deep Water Bay, Aberdeen, Belcher's Point, and Stonecutters Bay were met with the same success, and in the evening the Volunteer reinforcements at Stonecutters, after having a comfortable bath in full accoutrements, repelled all attempts to violate the shore of Stonecutters. Friday's work consisted in the repelling of the enemy's ships, which landed on the south-western coast of the Island, at Stonecutters, the Minceline, Belcher's, Sandy Bay and Telegraph Bay, and in checking another advance of the enemy from Stanley upon the Tiam Reservoir. When the sun rose on Saturday morning it revealed a scene in front of the Hong Kong Regiment. All his movements were watched and though repeated attempts were made to get upon Kowloon Peninsula these were successfully met by the Garrison, as was an attempt to push forward a detachment of troops from the Tiam Reservoir. During the day, the forts at the Western entrance had been engaged by the enemy's ships, and as the day advanced one grand effort was made to land, the enemy's troops being sent ashore in boats into the numerous bays and inlets of the south-western coast of the Island. Aided once more by the Volunteers the Garrison nobly engaged the enemy, and, defeating him at all points, obliged him to recall his boats, and take his ships out of the bay.

To those who followed the movements with any degree of intelligent observation, the mobilization was full of interest. Of its value to the Garrison there cannot be the least doubt. No better training, apart from actual warfare, could have been given the troops.

HONGKONG CORINTHIAN SAILING CLUB.

The weather conditions yesterday were not at all favourable for small yacht racing, the equally N.E. wind making sailing times very dangerous indeed. Amongst the first-class boats *Petrel* did not start. Something like a surprise was created by the splendid performance of the *Stella*, which beat the *Stella* by about three times up to Sunday. She has been looked upon as a light weather boat, but made some of the Corinthians open their eyes by the manner in which she rode the heavy sea. She was actually carrying too much sail throughout the race, and was actually beaten by a perilous time of it, and the *Kitten* was the only one to complete the course. The Cam was very unfortunate in coming to grief through the breakdown of some of her gear. She might not have beaten the *Stella*, but there was every reason to believe she would have got ahead of the other first-class boats. It was, therefore, a very sad day for the Corinthians, who gave way, so many because of the good old *Petrel* are, in this instance, quite susceptible. The *Petrel* did not start, and the *Stella* was the only one to complete the course. The Cam was very unfortunate in coming to grief through the breakdown of some of her gear. She might not have beaten the *Stella*, but there was every reason to believe she would have got ahead of the other first-class boats. It was, therefore, a very sad day for the Corinthians, who gave way, so many because of the good old *Petrel* are, in this instance, quite susceptible. The *Petrel* did not start, and the *Stella* was the only one to complete the course. The Cam was very unfortunate in coming to grief through the breakdown of some of her gear. She might not have beaten the *Stella*, but there was every reason to believe she would have got ahead of the other first-class boats. 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THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the boat off the

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Office.
5. From P. & O. Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharf.
11. Jardine's Wharf.

| Vessel's Name | Flag | Reg. | From | Date of Arrival | Business or Agents | Destination | Remarks |
|---------------------|-------|------|------|-----------------|------------------------------|-------------|------------|
| Agila | Ger. | str. | 1056 | Jan. 16 | Stensen & Co. | Yokohama | 18th inst. |
| Aikoku Maru | Japan | str. | 1067 | Jan. 16 | 18 Mitsui Bussan Kaisha | Yokohama | 18th inst. |
| Ancon | Brit. | str. | 1888 | Jan. 16 | P. & O. S. N. Co. | Yokohama | 18th inst. |
| Arcturion | Brit. | str. | 1457 | July | 18 Laus & Wegener | Yokohama | 18th inst. |
| China | Ger. | str. | 1243 | Jan. 11 | 11 Tug Koo & Co. | Yokohama | 18th inst. |
| Chusan | Ger. | str. | 1197 | Dec. | 25 Stensen & Co. | Yokohama | 18th inst. |
| Dover | Brit. | str. | 747 | Jan. 15 | Laus & Wegener & Co. | Yokohama | 18th inst. |
| Empress of China | Brit. | str. | 3003 | Jan. 14 | Canadian Pacific Railway Co. | Vancouver | 24th inst. |
| Essex | Brit. | str. | 968 | Jan. 14 | 14 Shaw & Co. | Yokohama | 18th inst. |
| Essex | Brit. | str. | 1308 | Jan. 14 | 14 Ashbold, Karberg & Co. | Yokohama | 18th inst. |
| Gouv. Gen. S. Jacob | Brit. | str. | 1473 | Jan. 14 | 6 Laus & Wegener | Yokohama | 18th inst. |
| Hanoi | Brit. | str. | 1123 | Jan. 14 | 14 R. Marty | Yokohama | 18th inst. |
| Heppia | Brit. | str. | 710 | Jan. 14 | 14 Calowitz & Co. | Yokohama | 18th inst. |
| Jacob Diederichsen | Ger. | str. | 2389 | Jan. 14 | 14 P. & O. S. N. Co. | Yokohama | 18th inst. |
| Malwa | Brit. | str. | 609 | Jan. 14 | 14 Stensen & Co. | Yokohama | 18th inst. |
| Mathilda | Brit. | str. | 1411 | Jan. 11 | 11 Dowell, Catill & Co. | Yokohama | 18th inst. |
| Mora | Brit. | str. | 863 | Jan. 14 | 14 Douglas Steamship Co. | Yokohama | 18th inst. |
| Namca | Brit. | str. | 782 | Jan. 14 | 14 Stensen & Co. | Yokohama | 18th inst. |
| Ningpo | Brit. | str. | 2007 | Jan. 14 | 14 Melchers & Co. | Yokohama | 18th inst. |
| Nürnberg | Brit. | str. | 835 | Jan. 14 | 14 Hong Kong | Yokohama | 18th inst. |
| Palchen | Brit. | str. | 1012 | Jan. 14 | 14 Yuen Fat Hong | Yokohama | 18th inst. |
| Phra Chom Kine | Brit. | str. | 1021 | Jan. 14 | 14 Yuen Fat Hong | Yokohama | 18th inst. |
| Phra Nang | Brit. | str. | 161 | Jan. 14 | 14 H. K. & W. Dock Co. | Yokohama | 18th inst. |
| Pilot Fish | Brit. | str. | 1900 | Jan. 14 | 14 Stensen & Co. | Yokohama | 18th inst. |
| Prick | Brit. | str. | 1095 | Jan. 14 | 14 Wieler & Co. | Yokohama | 18th inst. |
| Protos | Brit. | str. | 2269 | Jan. 14 | 14 Butterfield & Swire | Yokohama | 18th inst. |
| Protos | Brit. | str. | 2785 | Jan. 14 | 14 Stensen & Co. | Yokohama | 18th inst. |
| Tamshoff | Brit. | str. | 1500 | Jan. 14 | 14 Dowell, Catill & Co. | Yokohama | 18th inst. |
| Toyo Maru | Brit. | str. | 674 | Jan. 14 | 14 Edward Schellhaus & Co. | Yokohama | 18th inst. |
| Triumph | Brit. | str. | 1992 | Jan. 14 | 14 Dowell, Catill & Co. | Yokohama | 18th inst. |
| Victoria | Brit. | str. | 1127 | Jan. 14 | 14 Jardine, Matheson & Co. | Yokohama | 18th inst. |
| Wosung | Brit. | str. | 1127 | Jan. 14 | 14 Jardine, Matheson & Co. | Yokohama | 18th inst. |

| Name | Flag | Reg. | From | Date of Arrival | Business or Agents | Destination | Remarks |
|---------------|-------|------|------|-----------------|--------------------------|-------------|------------|
| Alfred Hawley | Brit. | bgs. | 412 | Nov. 16 | Order | Yokohama | 18th inst. |
| Andania | Brit. | bgs. | 2395 | Jan. 7 | Order | Yokohama | 18th inst. |
| Bangalore | Brit. | bgs. | 1700 | Dec. 31 | 13 Stensen & Co. | Yokohama | 18th inst. |
| Basato | Brit. | bgs. | 348 | Oct. 14 | Order | Yokohama | 18th inst. |
| Berlin | Brit. | bgs. | 1568 | Nov. 21 | 11 Captain | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 32 | Dec. 4 | 4 Gibb, Livingston & Co. | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 400 | Dec. 5 | 5 Master | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 803 | Dec. 1 | 1 Master | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 784 | Nov. 30 | 30 Government | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 726 | Oct. 11 | 11 Master | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 1162 | Jan. 6 | 6 Order | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 368 | Aug. 3 | 3 Yong Kee & Co. | Yokohama | 18th inst. |
| Blackburn | Brit. | bgs. | 1664 | Nov. 24 | 24 Melchers & Co. | Yokohama | 18th inst. |

Mer Italia and Majesty's Ships on the China Station.

| Name | Flag | Reg. | Tons | Guns | H.P. | Captain | Where at |
|----------------|--------------------|------|------|------|------|-----------------------------|-----------|
| Alicia | despatch-vessel | 1700 | 4 | 3180 | — | Captain George A. Callaghan | Hongkong |
| Arcturion | cruiser 3rd class | 1770 | 8 | — | — | Comd. Scott Rogers | Singapore |
| Caroline | cruiser 3rd class | 1405 | 11 | 1440 | — | Captain Ch. J. Norcock | Singapore |
| Daphne | cruiser | 1140 | — | — | — | Commander MacArthur | Singapore |
| Egria | surveying ship | 333 | 9 | 340 | — | Commander A. M. Field | Singapore |
| Sak | gunboat 2nd class | 455 | 4 | 460 | — | Comd. Ravenhill | Singapore |
| Florence | gunboat 1st class | 840 | 10 | 1000 | — | Comd. L. G. Russell | Singapore |
| Imperial | gunboat 2nd class | 4380 | 19 | 3500 | — | Captain F. M. McQuinn | Singapore |
| Landet | gunboat 2nd class | 768 | 6 | 1051 | — | Captain Carlo | Singapore |
| Lionet | gunboat 2nd class | 3730 | 13 | 7290 | — | Comd. Benett | Singapore |
| Mercury | cruiser | 2675 | 20 | 7600 | — | Capt. Wilmet H. Fawkes | Singapore |
| Pallas | gunboat 1st class | 760 | 6 | 1290 | — | Captain Angus MacLeod | Singapore |
| Coccol | gunboat 1st class | 765 | 6 | 1290 | — | Lieut. Comm. L. G. Russell | Singapore |
| Flora | gunboat 1st class | 765 | 6 | 1290 | — | Lieut. Comm. L. G. Russell | Singapore |
| Plover | gunboat 1st class | 1710 | 4 | 3530 | — | Comd. Boyle | Singapore |
| Porpoise | cruiser 2nd class | 716 | 6 | 1200 | — | Captain Burr | Singapore |
| Rattler | gunboat 1st class | 805 | 6 | 1200 | — | Lieut. Comm. O. G. May | Singapore |
| Redpole | gunboat 1st class | 4050 | 12 | 9000 | — | Captain Henderson | Singapore |
| Sovereign | gunboat 2nd class | 3730 | 13 | 7290 | — | Comd. Boyle | Singapore |
| Suff | gunboat 2nd class | 363 | 3 | 1010 | — | Comd. Boyle | Singapore |
| Troop | gunboat 2nd class | 6137 | 14 | 3400 | — | Comd. Boyle | Singapore |
| Victor Emanuel | receiving ship | 2750 | 4 | 1450 | — | Comd. Boyle | Singapore |
| Waver | coast defense ship | 2750 | 4 | 1450 | — | Comd. Boyle | Singapore |

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice Admiral the Hon. E. Fremantle, K.C.B., O.M.G.

* H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

| Name | Flag and Digs. | Tons | Guns | H.P. | Captain | Where at |
|-------------------|----------------------|------|------|------|--------------------------|----------|
| Admiral Korniloff | Russian cruiser | 6000 | — | — | Captain Blighinoff | Nagasaki |
| Africa | Portuguese troopship | 800 | — | — | Captain Vianio | Nagasaki |
| Albatross | Russian gunboat | 1020 | 8 | — | Captain Parengo | Nagasaki |
| Alert | U. S. corvette | 470 | 4 | 450 | Captain Durnan | Nagasaki |
| Albatross | French gunboat | 4600 | — | — | Comd. J. R. Bridgman | Nagasaki |
| Albatross | U. S. cruiser | 4600 | — | — | Captain J. J. Moreira | Nagasaki |
| Albatross | Portuguese gunboat | 600 | — | — | Capt. Dattige du Fournet | Nagasaki |
| Albatross | French gunboat | 1700 | — | — | Captain Goodrich | Nagasaki |
| Albatross | American gunboat | 706 | — | — | Captain Gages | Nagasaki |
| Albatross | Portuguese gunboat | 2200 | — | — | Captain Redout | Nagasaki |
| Albatross | French cruiser | 439 | 4 | 850 | Capt. Bory | Nagasaki |
| Albatross | German gunboat | 350 | — | — | Captain A. R. v. Boeker | Nagasaki |
| Albatross | French gunboat | 4500 | — | — | Captain Ph. P. P. P. | Nagasaki |
| Albatross | Austrian cruiser | 1300 | — | — | Capt. McCormack | Nagasaki |
| Albatross | Russian man-of-war | 217 | — | — | Lieut. Comm. P. P. P. | Nagasaki |
| Albatross | U. S. cruiser | 460 | — | — | Captain Nany | Nagasaki |
| Albatross | French gunboat | 485 | 4 | 481 | Comd. Bradley | Nagasaki |
| Albatross | French gunboat | 1200 | — | — | Captain V. Brandt | Nagasaki |
| Albatross | U. S. corvette | 1700 | — | — | Lieut. Comm. Enpy | Nagasaki |
| Albatross | Russian cruiser | 1373 | 8 | 1470 | Captain Remy | Nagasaki |
| Albatross | Russian cruiser | 6500 | — | — | Captain Remy | Nagasaki |
| Albatross | U. S. gunboat | 884 | — | — | Lieut. Comm. L. P. P. | Nagasaki |
| Albatross | French gunboat | 8000 | — | — | Captain Valer | Nagasaki |
| Albatross | Spanish cruiser | 4500 | — | — | Capt. Borel de Brétil | Nagasaki |
| Albatross | French cruiser | 1130 | — | — | Captain P. P. P. | Nagasaki |
| Albatross | Spanish cruiser | 1000 | — | — | Captain P. P. P. | Nagasaki |
| Albatross | French gunboat | 2400 | 35 | 650 | Comd. Constella | Nagasaki |
| Albatross | French gunboat | 480 | 4 | — | Captain Zales | Nagasaki |
| Albatross | Russian cruiser | 2600 | — | — | Captain Kretschmann | Nagasaki |
| Albatross | Russian cruiser | 600 | — | — | Captain Domagala | Nagasaki |

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Hongkong, January 2, 1894.

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CHINA MAIL OFFICE.

Hongkong, May 17, 1893.

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Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Oceania (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... WEDNESDAY, Jan. 24, at daylight.

Gaelic (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... WEDNESDAY, Feb. 14, at daylight.

Belgo (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... THURSDAY, Mar. 15, at daylight.

THE Steamship OCEANIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 24th January, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agent of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, January 4, 1894.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

YACHTS.

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 24th January, 1894, at Noon, the Company's Steamship NATAL, Commanded by V. X. V. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 23rd January, 1894. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Weights and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, January 10, 1894.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... THURSDAY, Feb. 1, at daylight.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... FRIDAY, Feb. 23, at daylight.

China (via Nagasaki, Kobe, Inland Sea, and Honolulu) ... WEDNESDAY, Mar. 7, at daylight.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on THURSDAY, the 1st February, at daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, DENVER, and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Trinidad, Overland Railway, to Mexico, to Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 1 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in London, England, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agent of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, January 13, 1894.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

J. B. - Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 5th